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FRIDAY, MARCH 20, 1914.

#### ROLLING STOCK AND REUNION.

The decision of the Supreme Court of Appeals in the rolling-stock case does not, of course, affect the act passed at the last session of Assembly and now a law without the Governor's signature. Unless contested again by the interested cities and thrown out for reasons that did not appear in the case terminated yesterday, the new law will become effective to end the long controversy.

The Times-Dispatch did not favor the action brought last year to test the rolling-stock law of 1912. We felt then that the compromise covered by that act was the best the cities could get and that if they contested the validity of the law, they would lose the little they had saved. And this, we regret to say, is precisely what has transpired.

Of course, if the fundamental theory of a division of the rolling-stock tax is unconstitutional, and if this property can be taxed only at the home office of the railroad involved, we believe that the cities, which badly need the revenue, should not be deprived of it. But if the theory of the law be sound and division can lawfully be made, then we are frank to express the hope that the present act will not be disputed.

And this we hope, not because we regard the law as just, and not because we think any of the interested cities can afford to lose the revenue, but because we hope that settlement of this old issue will bring about better feeling between the representatives of the counties and of the cities in the General Assembly.

We have not laid emphasis upon the fact, but year after year we have seen bled blood in the Assembly. The county delegate and his city colleague may be the best of friends, may fraternize and vote together, but once a bill is presented which in any way creates an issue between town and country, the two will divide. Honorable exceptions there, of course, are commendable exceptions, but the feeling remains, and though it may slumber, it is quickly aroused.

This is not as it should be. Virginia is one from Accomac to Lee, from Frederick to Brunswick—cities and towns, counties and hamlets, all are one. If there has been division because of a division of the tax, peace will be brought at a petty price. Richmond, we know, wants the co-operation of every county in Virginia, and it will, though it embarrasses her financially to give up any special revenue that the rest of the State thinks is hers unfairly. And the same, we believe, is the sentiment of every city which has been reducing these special taxes.

#### KAHN MISSES THE POINT.

"The history of England," said Representative Kahn, of California, in discussing the Sims bill to repeal the toll-exemption clause of the Panama Canal act "is replete with instances in which she firmly and vigorously refused to yield her inalienable rights."

Very likely it is, but the United States raises no question of yielding or adhering to inalienable rights. If it was ours our right to exempt American vessels from tolls, it was surrendered when the Hay-Pauncefote treaty was signed by John Hay. The question now is whether we shall abide by the terms of that treaty.

We had the opportunity to retain the right of which Representative Kahn and those who agree with him speak so fondly. When the Hay-Pauncefote treaty was before the Senate and before Senator Bayard of California moved to amend the treaty so that the United States would reserve to itself the right to discriminate in favor of vessels of its own citizens engaged in the coastwise trades. There was an amendment that we had surrendered this right in the treaty and there was an attempt to retain before ratifying that treaty. The Senate voted the amendment down.

The right voluntarily relinquished does not exist. We have the power of it, would exercise it at the expense of our peaceful roads. So let us stand by our bargain and shall we repudiate it because we can? That is the sole question. The matter of right has been settled.

Mr. Walter Hines Page didn't say more than you do, just as many people would criticize him.

How can the military expect to win by such milk and water tactics they are now pursuing? Not until they bombard a king and destroy a whole nation can they demonstrate to a skeptical world their fitness for the exercise of the franchise.

That London newspaper who asserts that Americans have no sense of humor should not confuse unwilling news to see a joke with disability.

"No Attack on Billy Sunday."—Headline. Bills doing most of the attacking himself.

#### THE NEW HAVEN'S SURRENDER.

The surrender of the New Haven Railroad to the government dissolution demands shows the wisdom of its officials if their exhibition of stubbornness had proven their inability to understand that they owed immunity from prosecution to sufferance and not to right. Their long maintained attitude of opposition to the program of the Department of Justice may have been advisable from their point of view, but it could not be defended before the country. However satisfactory to themselves may have been their desire for more time in which to dispose of their holdings, their past actions had made it impossible for them to place the responsibility for future trouble upon the government.

The hitch in the settlement of the affairs of the road arose over a question of time. The Department of Justice offered two years and a probable extension of two more; the New Haven demanded three years and a probable extension of time to six years. This compromise, as the railroad interests called it, was no compromise. The compromise had already been offered. It was offered by the government when it agreed to a settlement out of court; offered by the government when it allowed the road the two years in which to dispose of its holdings, though the courts would not allow more than a year if the government had elected to carry the case to them and should win. The Supreme Court has not allowed larger corporations whose dissolution it had ordered, as much as twelve months in which to carry out that order. Yet when the Department of Justice offered the New Haven interests two years in which to do what other illegal corporations with immensely larger holdings had been given six and nine months to do, the bland demand came for another year's delay.

In other words, the railroad for a long time persisted in its rejection of a fair compromise and rejected all negotiations because its demands were not met in full. Senator Weeks expressed only his own feelings when he told President Wilson that the government and the railroad were "uddling while Rome burned." He would have expressed the feelings of the country and the truth had he said that the railroad interests had set fire to Rome and were now hanging over the time to be allowed them to extinguish the flames. The New Haven officials seem now to understand, if they did not already understand, that Nero is not to be allowed to fiddle; that he must save Rome and save it without delay. President Eliot, at least, seems to recognize that the road's position is sufficiently fortified, neither by right nor by strength, to make any demands. Having, in the interest of the stockholders and to save litigation, agreed to a settlement out of court it is for the Department of Justice to make demands. The question for the railroad to decide was whether it should accept the government's terms or throw itself upon the mercy of the courts. Apparently it does not relish the alternative of court dissolution and therein, it may be repeated, it shows its wisdom though at the same time confessing the weakness of its previous position.

#### A CAR LINE WE KNOW.

Whether you take it during the morning rush hour, the sleepy afternoon, the crowded moments when the whole city is hurrying home, or just before the last night trip to the bars, you will find it a rare experience to ride on a car line we sometimes use. The crews of the main divisions have no time to waste. All is clang and bustle and hurry—not a moment's delay for a passenger, not a second to lose in talk. The company is doing its best to carry the traffic, and its employees must obey the rules. But rules that seem to tax others are apparently unknown to the gentles who operate our line over its winding course.

Are you a little behindhand in reaching the corner? The obliging conductor will wait himself, and keep a score of passengers waiting, in order that you do not have to blow yourself to running. Does a woman wish to say the nineteenth good-bye to the friend with whom she has been standing on the corner? Far be it from the conductor to ring the bell until she has whispered the final word of good-bye. They even say, though we discredit it, that passengers known to the crew are permitted to finish shaving or to draw the last sweet smoke from a dying cigar, while the car waits for them at the crossing.

It's fine fun. You ramble along for a while, and then, without the slightest warning, the car stops in the middle of a block and everything is quiet for the moment—so quiet that you wonder at every stop its bated so long. Patiently, hopefully, and then curiously, you wait until length you look out the window and find the motorman talking over the gate to a house across the street with a young woman who came out to bring him his supper. Once more you start, with a rush and a bang, only to stop at the next corner while a colored wash-woman brings half a ton of clothes aboard, again cheerily, cheerily, until your motorman meets a car coming in the opposite direction. Then he must put on his brakes and rest, and ask Sam who has the hot trip whether Joe is going to make the loop or not, and when Phil is going to make the upper trip. It's so homely that a conductor on duty comes in and stretches himself out at half length on the seat, whistling "The Suwanee River." And so it goes, square after square, until at last, when you have eaten soundly, have digested your meal, and napped out your work for the next three days, you reach your corner. It's fine fun, we repeat, especially for the man who thinks that line operates on a schedule, and will carry a man to meet an engagement.

A soft answer turneth a Mexican band's head.

"Day in and day out I have worked," says Richmond P. Hobson. Can't prove it by anybody in Washington.

To the imaginative suburbanites the song of the first robin is too reminiscent of the whirr of the lawn-mower.

#### MAKING DIRECTORS DIRECT.

The substitution of directors who attend meetings only for the \$25-gold piece in the plate, and to approve the unknown acts of the ruling powers, will be one of the effects of the "holding company" bill made public Tuesday by Chairman Clayton, of the House Judiciary Committee.

The primary object of the proposed law is, of course, to prevent combination in restraint of trade, by means of intercorporate stockholding, as stated in the bill, but it is doubtful if this result is of more importance than the incidental one of eliminating "dummy" directors. This is accomplished by one clause in the bill, which is devised for the purpose of making more effective the prohibition of intercorporate stockholding. This clause provides that any individual, who, as officer or director of a corporation, or otherwise, takes action or participates in carrying out any transaction herein forbidden, shall be held and deemed guilty of a misdemeanor under this section. The penalty is a \$5,000 fine or imprisonment, not exceeding one year, or both.

Under this clause, a director is to be held personally responsible for violations of the law, on the theory that it is the business of directors to direct, and if they prefer not to do so, it is at their own risk. This is making matters extremely uncomfortable for those directors who neglect their duties. It will make it extremely difficult to secure directors who are paid to neglect their duties, and let others conduct the affairs of the corporation. Knowing that the law does not take cognizance of the fact that he is a "dummy," the director is likely either to cease being a "dummy" and become a trustee, or to cease being a director in name as well as in fact.

To our mind, the elimination of the committee of affairs whereby a few men on the inside conduct the affairs of corporations as they see fit, and the placing of responsibility in the hands of the entire directorate, where it belongs, is of equal importance with the prohibition of intercorporate holdings of supposedly competing companies.

#### THE LOST ART OF WALKING.

What has become of the erect, athletic girl who "loved to walk"? Far in the country, beyond the terminals of the car line, one might overtakes them with their escorts, their shoulders squared as they walked along with an easy grace. On the shaded roads around Lakeside, on the "Pumphouse Loop," and beyond Westhampton, they could be seen any fair spring afternoon. Nowadays, an old pedestrian saunter along, they see the girls as of old, but whizzing by at twenty miles an hour behind a forty-horse-power motor, crouched in the corner of some great leather seat, lacking the dignity, the poise and the charm that were theirs when they walked slowly along the highways and through the roadside groves.

They tell us that girls can't walk any longer, and we are inclined to believe it when we see the skirts and shoes they wear. Why, the woman who would try to walk three or four miles in one of those coffin cases the Parisian modiste call skirts would have to be brought home either on a stretcher or else in a barrel. And as for the shoes, the woman doesn't live who could walk a mile over a rough road with her heels perched uncertainly on three inches of curved leather.

It must be that they cannot walk. Nothing else would excuse their gait when they are forced to navigate the streets. With shoulders hunched in and chest contracted, as if to protect them against the cold, with noses that point to the ground and with their necks extended, they mince or waddle or limp, as the case may be—about fifteen inches the step. They call it the "debutante stoop," and they declare it is graceful, even if it is going out of style, but they must be defending what tight skirts and shoes—still fashionable, we understand—renders almost inevitable.

Our hat is in our hand, and our respects are paid to the Richmond girl who will begin to walk and teach her sisters the lost, but gentle, art.

New York woman was awarded \$500 damages because a New York theatre manager called her an actress. If this establishes a precedent, press agents of the future must be millionaires to say damages every time they call a woman an actress who is not.

They have dubbed Mr. Wilson's new trust bills "The Four Brothers," but no one will call them the little brothers of the rich.

Western college will experiment with honor system. If it proves successful, Congress might take President Wilson's advice and try it.

If it is the government's business to protect tools, as Senator Owen assures us, why does it allow a fat man to dance the tango?

While we have no objection to awarding the gold medal to John Lind, we would like to call attention to the fact that Nelson O'Shaughnessy isn't addressing any Chautauquans.

News that the biggest thing in Terrell is a soap factory, explains Villas' delay in making the attack.

Marcus was just bluffing the coal men and teasing the ice man.

If the United States annexes those five Mexican states, will she have to pay the pence?

A soft answer turneth a Mexican band's head.

"Day in and day out I have worked," says Richmond P. Hobson. Can't prove it by anybody in Washington.

To the imaginative suburbanites the song of the first robin is too reminiscent of the whirr of the lawn-mower.

Colonel Goethals says he cannot make a speech. His fame is secure.

#### WHAT WAS NEWS FIFTY YEARS AGO

Reprinted from This Newspaper.

#### More Negroes Wanted.

According to an advertisement to be found in another column, the Confederate States government wants to have 400 negroes, slaves or free negroes, but not white, to work under the supervision of the War and Navy Bureau. The government rates for pay of these negroes is \$300 a year, with board and clothes.

#### Honors to the "Prisoners."

The few and more Confederate soldiers who have been held as prisoners at Point Lookout and who were released with the flag of truce boat yesterday from City Point, were received with all the honors of war at the wharf and marched to the Capital, where refreshments were served to them, where they were briefly addressed by President Davis.

#### Lincoln Calls for More Men.

Northern papers of March 14, just received by mailing of trace boat, contained orders of the War Department to the effect that the men should be sent to the rear of the rebels to help to bring the rebels to reason.

#### Beauregard Dies in New Orleans.

The wife of General P. G. T. Beauregard died in New Orleans on the evening of the 20th of March, and was buried near that date on the afternoon of the 21st. Her husband, Beauregard, attended her death in New Orleans, having failed to get the services of a physician, and died within a week of his wife.

#### Kilpatrick's Negro.

A Northern paper tells that General Kilpatrick has reached Washington and submitted his official report of the raid he tried to make on Richmond. In this report he attributes the success of the raid to the fact that he had taken the oath of allegiance and had assumed the name of Dr. Charles W. Eliot, the intrusion of whose wife, Mrs. Eliot, had frequently resulted.

It is noted that this gentleman was for forty years president of Harvard College, and do not think that in any case he can be congratulated on his success.

#### Logan Declines.

A Northern paper tells us that General John A. Logan has declined to be a candidate for the governorship of Illinois, preferring to remain in Illinois.

#### Battimore Dies in England.

The late news from London tells of the death in that city of Sir William Brown, a son of Alexander Brown, a prominent banker and broker of the city.

#### Potentitary Better Than War.

The New York Herald tells of a negro who was arrested in New York on a serious charge and on trial he was sentenced to life imprisonment in the penitentiary of that State or enlisted in a negro regiment soon to go to the front. He accepted the punishment, saying he was originally from Virginia and had been born a slave.

#### No More Oil Issue Money.

M. W. Harrington, treasurer of the Richmond and Petersburg Railroad, has advised his associates that oil dividends due him will not receive full payment or for freight or for any other purpose of the old issue. Confederate money, that is, oil money, is still used by the railroads.

#### The Old Currency and the New.

The business community is just now becoming interested in setting up old accounts in the present currency, in connection with the new currency issued upon and after the 1st of April and the substitution in business channels of the new Confederate notes after the adoption of the existing columns of arms, corporations and individuals addressed to creditors and debtors appointing intermediate days for settlement of claims within the period of one month.

#### JUST RECEIVED TWO HOGHEADS OF PRUHE'S 10 LB WHITE BEEF.

With choice and aged old restraints, the parrot makes an observation. As it is the wisdom of creation. Were its holiness utterances packed, like tolls, would very well pleased, please, "Squab" wants a piece of meat? Yet, even when he utters those.

Remarks, forsight of solid ground, and observations most profound. But as they hear him more and more they find he is a fraud and bore, who utters empty human speech.

Without a single thing to teach, without a very little invention, or man of purpose or intention. He's not the wisest of all birds because he talks in human words.

Sounds much more plainly to me his brave, bright, optimistic song is much more subtle, wise and strong. Than any vain and empty screech or porpoise-parody of speech.

THOMAS LOMAN HUNTER.

#### The Rappahannock Rhapsodist.

The Parrot.

The parrot is one kind of bird who says exactly what he hears. But just the same thing over and over again repeats, reiterates, and nothing less and nothing more.

With choice and aged old restraints, the parrot makes an observation. As it is the wisdom of creation.

Were its holiness utterances packed, like tolls, would very well pleased, please, "Squab" wants a piece of meat? Yet, even when he utters those.

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